

2011 Master Plan Update

St. Lucie County International Airport

Fort Pierce, Florida

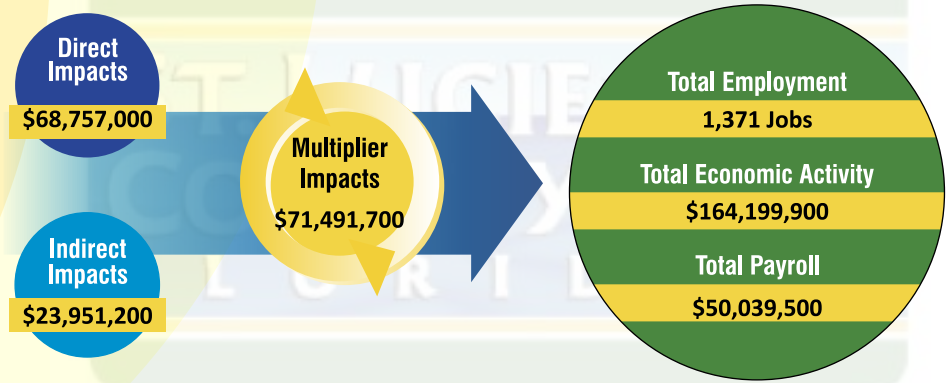


Airport as Economic Engine

The St. Lucie County International Airport (SLCIA), referred to as “The Gateway to the Bahamas,” is a busy general aviation airport owned and operated by the St. Lucie County Board of County Commissioners. SLCIA is located along the southeast coast of Florida within the four-county region branded the Treasure Coast, consisting of St. Lucie, Indian River, Martin and Okeechobee Counties. Because of its proximity to several commercial business centers, including West Palm Beach, the airport supports a variety of general aviation traffic including corporate, flight training, military and air taxi/charter services.

The airport property consists of 3,844 acres which provides excellent opportunities for aviation and non-aviation development that supports economic growth within the local community as well as the Treasure Coast Region. Airport management's continued efforts to make the airport socially and environmentally sustainable has resulted in the receipt of numerous accolades including national and state awards for environmental protection and a regional award for environmental excellence from the U.S. Fish and Wildlife Service.

The airport is currently home to more than 30 business including two full-service Fixed Based Operators (FBOs). The airport is equipped with an FAA Air Traffic Control Tower, on-site Aircraft Rescue and Firefighting (ARFF) services in addition to U.S. Customs and Border Protection services. The airport is designated as a US Customs Port of Entry and includes the only Foreign Trade Zone within the Treasure Coast region. According to the 2010 Florida Department of Transportation Report, SLCIA's annual economic impact to the local region comes from existing tenants/businesses, construction projects, and general aviation visitor spending.



Source: The Economic Impact of St. Lucie County International Airport, Florida Department of Transportation – Aviation Office, March 2010

The Woods and Poole forecasts for the Fort Pierce-Port St. Lucie Metropolitan Statistical Area (MSA) predict that population will increase from 411,333 in 2008 to 631,383 by 2028, an increase of 56.4 percent, the second highest projected MSA increase within the State of Florida. The 2008 base year was utilized for the Master Plan Update forecasting and development efforts since at the time it provided the most recent full year of historical data. Historical and forecast population growth combined with St. Lucie County actively pursuing tourism and business growth opportunities is likely to spur future limited commercial operations at SLCIA, which in turn will continue to encourage business investments at the airport and within the region as a whole.

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LEGEND

Existing Pavement

Future Pavement

Future Development

Future General Aviation Development

Future Aviation Development

Long-Term Acquisition/Easement

Ft. Pierce Spoil Site

Existing Scrub Jay & Gopher Tortoise Area

Existing Wetlands

Potential Mitigation Area

Existing Exotics Area

Proposed Tree, Gopher Tortoise & Scrub Jay Area

Commerce Park

THE LPA GROUP

TRANSPORTATION CONSULTANTS

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Future Terminal Building

Master Plan – Vision for the Future

An Airport Master Plan is a vehicle used to analyze trends in aviation activity, assess facility needs and identify needed development projects, thereby providing a vision for future airport development. A Master Plan provides management with a plan to address forecast growth while providing the flexibility to adapt to new opportunities and evolve in an ever changing environment. Since completion of the previous master plan in 2002 and FAR Part 150 Noise Study in 2005, the airport has designed and constructed a new training runway, created several on-site environmental mitigation areas, and constructed the Airport West Commerce Park. The airport's good neighbor policy of limiting noise impacts to nearby communities combined with its environmental stewardship initiatives were contributing factors in the development of the Master Plan strategic vision allowing the airport to capitalize on future growth opportunities.

Forecasts of Aviation Activity

Aviation demand forecasts are tools for determining airfield capacity and identifying facility requirements needed to accommodate demand. Forecasts of air taxi and general aviation demand as well as anticipated changes in the type of aircraft likely to use the airport were based upon a comprehensive evaluation of historical activity, industry trends, regional economic conditions, and other key factors that influence aviation demand. However, commercial air service operations and passenger demand forecasts were not developed due to insufficient data. As part of the forecasting effort, the most demanding existing and expected types of aircraft (i.e. Gulfstream III, Gulfstream 550 and DH-8 Q300) to use SLCIA were identified. Thus, applying FAA airport design requirements associated with these aircraft to an evaluation of the existing airfield, terminal and landside facilities, future airport infrastructure requirements were identified to support the 20-year forecast demand.

Recommended Development

The recommended plan is the primary output of the master plan process providing a strategic vision to address future demand, infrastructure requirements and the long-term goals of the airport and the County as a whole. The recommended development plan further identifies resources to address potential opportunities related to limited commercial passenger service, air cargo and charter services and industrial / commercial growth through the 20-year planning period as approved by FAA and FDOT. The airport's current location near major transportation corridors, available land, and associated infrastructure combined with recommended development allows the airport to capitalize on several intermodal opportunities supporting the County's efforts for business and urban development. Cluster rather than strip development was recommended for both aviation and on-airport business development to foster sustainable growth and support sufficient

FAA APPROVED FORECAST SUMMARY				
	2008 (Base Year)	2013	2018	2028
AIRCRAFT OPERATIONS				
Air Taxi	953	1,088	1,244	1,623
Military	357	357	357	357
Itinerant General Aviation	85,566	92,650	101,009	123,625
Local General Aviation	73,400	82,014	92,261	117,993
TOTAL OPERATIONS	160,277	176,111	194,871	243,599
PEAK OPERATIONS				
Peak Month	16,704	18,354	20,309	25,387
Average Day	691	759	840	1,050
Peak Hour	104	114	126	158
BASED AIRCRAFT				
Single-Engine Piston	122	137	155	199
Multi-Engine Piston	59	59	59	59
Turboprop	12	13	14	17
Jet	14	20	26	46
Helicopter	4	5	6	8
TOTAL BASED AIRCRAFT	211	233	260	327
ANNUAL INSTRUMENT APPROACHES				
Instrument Operations	24,261	26,918	29,865	36,764

green space and mitigation. The illustrated recommended development plan consists of airfield, ground transportation, terminal and U.S. Customs and Border Protection, stormwater, environmental, and various aviation support and land acquisition projects.

Planning Activity Levels (PALs) represent future levels of activity in which key improvements are necessary to address forecast demand. For this Master Plan Update, the aviation demand forecasts reflect PAL 1, PAL 2, and PAL 3 in the years 2009-2013, 2014-2018, and 2019-2029, respectively.

Airfield

- Rehabilitate Taxiways A, B and associated connectors (PAL 1)
- Realign Taxiway D and D-1 to meet FAA Standards (PAL 1)
- Rehabilitate Taxiway C and associated connectors (PAL 1)
- Install Medium Intensity Approach Lighting System to Runway 10R (PAL 1)
- Rehabilitate existing navigational aids and facilities to support demand (PALs 1 & 2)
- Install Runway End Identifier Lights on Runway 28L (PAL 1), Runway 10L-28R and Runway 14-32 (PAL 2)
- Conduct Airport Environmental Assessment / FAR Part 150 Study (PAL 1)
- Install Precision Approach Path Indicator Lights (PAPIs) on Runways 10L-28R and 14-32 (PAL 2)
- Strengthen and widen all taxiways to support critical aircraft demand (PAL 1)
- Construct North-South Connector Taxiway between Training Runway 10L-28R and Runway 10R-28L (PAL 2)
- Construct West GA Apron (PAL 2)
- Strengthen all existing aprons to support critical aircraft demand (PAL 2)
- Extend Taxiway A to provide access to planned maintenance / cargo facility development (PAL 2)

Terminal Area

- Expand existing passenger terminal facilities to support limited passenger air service traffic (PAL 1)
- Expand existing U.S. Customs and Border Protection Facilities (PAL 1)
- Expand and strengthen Terminal Apron (PAL 1)
- Realign automobile parking facilities (PAL 1)

Cost estimates were developed to determine the airport and County's ability to fund and implement the recommended development plan. The airport is financially self-sufficient, meaning that through various revenue sources (i.e. fuel flowage fees and ground and building lease revenues), the airport can meet all expenses and debt requirements including the local share of planned project development. It was one of several Master Plan goals to maintain this self-sufficiency. As a result, recommended development, which also included projects from the Stormwater Master Plan Update, were identified within

The Master Plan Update directs airport growth consistent with the County's Comprehensive Plan, Policy and adjacent land uses. Development of the Master Plan Update included comprehensive stakeholder coordination and involvement that was initiated at the onset of the planning process. A synergistic approach was used to create an economically efficient, aesthetically pleasing and socially and environmentally sustainable recommended development plan. In addition to the Technical Advisory Committee (TAC), which consisted of a combination of airport tenants, appointees of the Board of County Commissioners, representatives from St. Lucie Village, City of Ft. Pierce and City of Port St. Lucie, representatives from the St. Lucie County

Business Development

- Airport Business and Marketing Study (PAL 1)
- Provide opportunity for utilization of existing on-airport Foreign Trade Zones and warehouse development (PAL 1)
- Provide land lease parcels to support future development (PALs 1-3)
- Airport West Commerce Park Expansion and Infrastructure Improvements (PAL 2)
- Develop intermodal connectivity with Port, highways and rail (PALs 2-3)
- Provide roadway and utility infrastructure to airport property south of Indrio Road (PAL 3)

Aviation Support Infrastructure

- Install drainage improvements associated with proposed development (PALs 1-3)
- Install security improvements (i.e. fencing and gates) (PALs 1-3)
- Rehabilitate Air Traffic Control Tower (PAL 1)
- Install Additional Wind Cone and Segmented Circle adjacent to Runway 10L-28R (PAL 1)
- Obtain avigation easement for property within Runway 32 Runway Protection Zone to avoid incompatible land use and potential obstructions to air navigation (PAL 1)
- Preserve portions of existing airport lands to support potential aviation development (PAL 1)
- Provide opportunities to retrofit existing airport facilities with renewable and sustainable technology (PALs 1-3)
- Research potential long-term acquisition of Brownfield site south of Taxiway A to support possible aviation / business development (PAL 3)

Capital Improvement Program

specific Planned Activity Levels (PALs) and further segregated into required and recommended projects. This provides the airport the flexibility to adjust the timing of certain projects to address unforeseen demand as well as meet key financial targets. The total cost of the proposed development, including public and private development, over the 20-year planning period is \$126 million (in constant 2010 dollars). Based upon forecast revenue and expenses and anticipated project costs, the airport has the financing capacity to undertake and complete the recommended development plan.

Public and Stakeholder Coordination

Chamber of Commerce, St. Lucie County Planning and Development Services Department, FAA Air Traffic Control, FAA Airports District Office and Florida Department of Transportation – Aviation Office, proposed development was presented to the general public, coordinated with the St. Lucie County Environmental Resources Department, and Board of County Commissioners. Further, all presentations to the TAC and Board of County Commissioners were open to the public. As a result, the recommended development plan and strategic vision were intended to produce the greatest returns to the airport, users, businesses and surrounding communities.

